

NDOT

Belle Meade Mobility Study Community Meeting

March 16th Q&A

This document summarizes the questions the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) staff received during and after the conclusion of the Belle Meade Mobility Study virtual community meeting, held on March 16, 2023. We want to extend our thanks to everyone who participated.

Please continue to submit your questions, comments, ideas, and suggestions through the [online contact form](#).

NOTE: *Some questions have been consolidated or modified for clarity.*

Questions and Answers

A slide showing 2021 traffic suggested 2021 traffic counts were used on the basis for the analysis. 2021 traffic volumes were still experiencing the lingering effects of COVID. Was the analysis based on 2021 counts?

The traffic analysis was based on a 2022 traffic count baseline. The traffic forecasts were determined based on the TDOT count data from the past 10 years (2009-2019, neglecting the impact of covid), which resulted in an average annual growth factor of 0.99%/year. A conservative 1.5% annual growth rate into the future (greater than the typical growth rate seen in the study area over the last decade).

Have you talked to Ensworth Middle School about the roundabout at Woodlawn/Ridgefield?

CM Murphy has stated that she will help get the conversation started on possible implementation solutions.

What is a geometric improvement study?

The geometric improvement study will analyze the existing lane configuration on Harding Pike and determine where the constraints are for the 7-lane cross section. Geometric improvement studies look at the physical roadway design and identify opportunities to optimize efficiency of throughput and safety of road users.

Does this plan also recommend WeGo reinstall bus shelters and benches at stops along White Bridge Road?

The current plan does not include recommendations for transit stop improvements on White Bridge Pike, but this concern can be addressed in the larger regional mobility study that the developments are funding.

Was the Manning condo high rise on Woodmont considered?

NDOT

The traffic impact from the "Manning" development would be captured in the 1.5%/year growth factor. The 1.5% annual traffic growth rate used for future projections in the study is a conservative rate - greater than the typical annual traffic growth seen in the study area over the past decade. A conservative growth rate is used to cover any additional traffic absorbed by the roads from developments such as the "Manning" development. Site-specific questions about the "Manning" development, such as details about ingress and egress, are outside the scope of this study, but may be included in future regional studies.

If the money is not available for the extra lanes, is the project able to be approved?

All conditions put forth by NDOT (as shown in the 03/16/23 slides), including extra lanes, must be satisfied by the development teams for the projects to receive approval.

How will roundabout at Woodlawn/Ridgefield work with Ensworth drop off & pickup?

CM Murphy has stated that she will help a get the conversation started on possible implementation solutions.

Have any of the developers of the projects you mentioned committed to funding these recommendations?

NDOT has discussed these recommendations with each of the three developments and there has been positive feedback from their teams on funding these recommendations. All conditions put forth by NDOT (as shown in the 03/16/23 slides), including extra lanes, must be satisfied by the development teams for the projects to receive approval.

What is the time frame for actually making adjustments?

The process for implementing infrastructure improvements of this scale requires lengthy and complex approvals input and coordination between multiple stakeholders. NDOT works to the best of its ability to implement improvements that support the development of a more safe and efficient transportation network.

Will parking spaces be allotted for greenway walkers?

Parking will be made available for greenway walkers.

Where is the roundabout planned?

The roundabout is planned at the intersection of Woodlawn Drive and Ridgefield Drive.

When there are events, there are many cars all over parked everywhere along Ensworth campus. How will you rectify that?

CM Murphy has stated that she will help a get the conversation started on possible implementation solutions.

NDOT

What provisions are you making for handicapped persons to easily access the retail from the surface, NOT from the garage?

The site review process ensures that the internal infrastructure meets the codes and requirements set forth by ADA regulations.

Will buses stop traffic flow as they do now?

The final bus-stop design has not been determined but NDOT and WeGo will work within the constraints of the corridor to design the appropriate bus facility per WeGo design guidelines.

How are the conditions/recommendations of the study addressing the sidewalks in the area?

The developments are constructing sidewalks along their property frontages (per the major collector street plan) and additional sidewalks outside their frontages will be addressed in the larger mobility study.

Why not support current zoning at the Belle Meade Plaza?

Land use density is governed by zoning and planning. It is NDOT responsibility to evaluate transportation impacts and identify appropriate mitigation measures.

Why haven't these changes been implemented before now?

The process for implementing infrastructure improvements of this scale requires lengthy and complex approvals input and coordination between multiple stakeholders. NDOT works to the best of its ability to implement improvements that support the development of a more safe and efficient transportation network.

Can the enhancement of the traffic occur independently of the new development?

While NDOT routinely makes enhancements and conducts maintenance on roadway infrastructure, new development offers the opportunity for financial contributions and ROW concessions to be made for larger infrastructure improvements.

Was a pedestrian bridge across the seven lanes of Harding considered?

Due to the constraints along Harding Pike a pedestrian bridge was not considered with this mobility study.

How will TDOT be involved in plans and funding?

TDOT will be engaged during implementation of improvements within the study area.

How are you prioritizing traffic calming over a decade?

NDOT is requiring all three developments to contribute funds to NDOT's traffic calming program. The traffic calming program implements upgrades to the street network that reduce traffic impact and

NDOT

increase safety on neighborhood streets. More information about NDOT's traffic calming program can be found on NDOT's website.

Will additional signals be installed along White Bridge Road to help manage traffic flow and pedestrian safety, too?

Additional signals along White Bridge Pike were outside the scope of this study, but this can be addressed in the larger regional study.

What happens to the intersection of Kenner and Harding? Is it blocked?

The intersection of Harding Pike and Kenner Ave will be limited to right ins & right outs once the signal is relocated. A center running median will prohibit left turns from Kenner Ave and from Harding Pike. This left-turn restricts and minimizes vehicle conflicts.

What are the letter grades? A-F, F=failure? What is E?

The letter grades at the intersections represent the "level of service", which is a grade of efficiency. Ranging from an A (little to no delay) to F (Stop & go traffic).

Where would Harding Pk transition to 7 lanes? Would it then transition back to 5 lanes at some past these developments?

Per the Major collector street plan, the 7-lane cross section has only been identified between Richland Creek and the Saint Thomas Hospital entrance.

The developers fund the studies but not the actual infrastructure upgrades?

NDOT has asked for financial assistance from the developments to advance the larger regional study, but this level of study is the City's and TDOT responsibility not the developers. The developers are responsible for impacts to the area around their sites/projects. The fact that they are willing to help the us is wonderful and it allows us to jump start the process on getting improvements identified and implemented.

Are you widening Harding/Hwy70 from 4 lanes to 6 lanes? Is this going to extend all of the way from 440 through Bellevue?

The major street plan calls for a 7-lane cross section between Richland Creek and the St. Thomas Hospital entrance. The actual limits of what would be included in the capital improvement project will be determined based on a more detailed study funded by the development projects but managed by NDOT. It is anticipated that the limits would fall within the boundaries of the current major street plan.

Are the three developers working together and in agreement on what you've proposed here? What if their plans, minds, or budgets changed?

NDOT has discussed these recommendations with each of the three developments and there has been positive feedback from their teams on funding these recommendations. NDOT has also indicated to the

NDOT

development teams that neither of the projects will move forward unless all the conditions/recommendations are satisfied.

Will NDOT consider a new connection across Richland Creek?

The larger regional study will address the need for additional relief valves within the area.

How does this study take into account the next ten years down White Bridge Pike?

The operations of White Bridge Pike North of the intersection of Harding Pike were outside of the scope of this mobility study, however this is something that will be addressed in the larger regional study.

What are the plans to handle the traffic flowing onto White Bridge Pike from Woodmont Blvd., coming from green hills area?

The Manning development is required to construct a three-lane cross-section along their property frontage, which will allow for more queueing at this approach.

What about considering traffic to and from Murphy Road on West End?

Traffic to and from Murphy Road on West End was outside the scope of this mobility study but this is something that could be addressed in the larger regional study.

What do you mean by traffic calming?

The traffic calming program implements upgrades to the street network that reduce traffic impact and increase safety on neighborhood streets. It shall also be noted that each of the three developments will be required to contribute to NDOT's traffic calming program. More information about NDOT's traffic calming program can be found on NDOT's website.

When was the traffic study done relative to the decrease commuting during covid?

The mobility study was conducted towards the end of 2022, and traffic counts were collected on November 17th, 2022.

Aren't round-a-bouts supposed to be for major arterials?

Roundabouts offer more efficient traffic flow while also improving the safety operations by slowing vehicles. Roundabouts are not just limited to major arterials; they can be installed on local streets and there are several examples throughout Nashville.

Have you studied the interior road design of Belle Meade Center as to backing up onto Harding?

The Belle Meade Plaza Development has designed their interior road to allow cut through traffic while also enhancing the existing access/roadway under White Bridge Pike.

What caused the 2019 to 2020 jump in traffic, and might it recur? And what % increase was that year to year?

NDOT

The growth factor excluded the impact of covid (2020-2021) and only included data from 2019, which was a year that saw a significant increase in traffic. When predicting traffic forecasts, it is common practice to look into the past the number of years that you are trying to predict into the future (i.e. 2009-2019 to predict 2022-2032). Using this methodology, the analysis period has been established to be from (2009-2019) and from TDOT's count data the average annual growth was found to be 0.99%/year. However, to take a more conservative approach and account for any unforeseen occurrences, NDOT required KCI to apply a growth factor of 1.5%/year.

You indicated that buses will travel with the flow of traffic and there will be widened areas at places of business. Are those widened areas large enough to accommodate the bus out of the traffic lanes?

The final bus-stop design has not been determined but NDOT and WeGo will work within the constraints of the corridor to design the appropriate bus facility per WeGo design guidelines.

Is the new bus stop in front of Hillsboro HS be an example of a "super Transit stop?"

The new bus-stops along Harding Pike won't be as big as the stops in front of Hillsboro High School but they will be larger than a traditional bus stop.

How can we get an accurate measurement of the traffic pattern for 2023?

The impact of Covid was acknowledge in the mobility study and that is why there were no traffic volume counts from 2020 or 2021 used in the analysis. When projecting traffic patterns it is difficult to get a precise number, that is why NDOT required KCI to take a more conservative approach and analyze the traffic growing at a rate of 1.5%/year, when the grown that is occurring is less than 1%/year.

Do you think your recommendations will be enough?

The required infrastructure improvements will mitigate the immediate impact of these developments and further improvements will identified in the larger regional study.

With increasing to 7 lanes at the intersection, will this chip into AJC's retail?

The Belle Meade Plaza development (A.J. Capital) have adjusted their site plans to accommodate the additional lane along their frontage.

Did the mobility study reduce the trip generation volumes for internal and alternative mode trips similar to the Belle Meade Plaza Traffic Impact Study?

Was a worst-case scenario analyzed where everyone drives single occupant vehicles for all their trips? The analysis is based off a conservative traffic growth factor and peak hour traffic volumes. The purpose of this is to create a scenario where the traffic volumes exceed the expected levels to warrant significant infrastructure improvements.

Is a roundabout possible at Woodmont Blvd and Woodmont Circle?

A roundabout at Woodmont Boulevard and Woodmont Circle, if possible and desired, would need to be addressed through the appropriate channels with NDOT's traffic calming program and obtain sufficient

NDOT

funding. 45 What is Peak hour vs Rush hour? The "Peak Hour" represents the highest one-hour volume that occurs within the "Rush hour" periods (AM & PM). The Rush hour periods are the typical commute times (7 - 9 am, 4 - 6 pm). The peak hours and rush hours may vary depending on the street or corridor.

7 lanes, all these people are giving up their land to give you room for the lanes? Is that a done deal? Who has agreed?

The Major Collector Street Plan (MCSP) is a county wide ordinance that requires redeveloping properties to meet the requirements of the future plans that their property fronts. This includes right of way dedication/reservations for future buildout of streets. All conditions put forth by NDOT (as shown in the 03/16/23 slides), including extra lanes, must be satisfied by the development teams for the projects to receive approval.

When is the regional study going to be done?

As soon as third-party traffic engineering firm has been identified to conduct the analysis.

How quickly can the light timing improvements be implemented? Do we need to wait for the developments to be approved or can those happen sooner/now?

The traffic signals on Harding Pike currently do not have the hardware/wiring capabilities to accommodate real time adaptive signalization. The signals need to be updated from copper cables to fiber-optic cables to be able to have real time signalization. The developments will be funding/contributing to the traffic signal upgrades for real time adaptive signalization.

I never got an answer to my question about the sharp increase in traffic from 2018 to 2019. (I only got a glimpse at the slide and mistakenly said 2019 to 2020. And I should have written 1.5% per year rather than just stating 1.5%. Still, only 15% over 10 years? Really? Having shopped at BMP since we moved here in 1965, that seems low.) To whom should I speak to get that reason? My concern is that whatever caused it might recur. And what does the slope of that average line look like if you take out the fall-off-the-cliff for COVID?

The growth factor excluded the impact of covid (2020-2021) and only included data from 2019, which was a year that saw a significant increase in traffic. When predicting traffic forecasts, it is common practice to look into the past the number of years that you are trying to predict into the future (i.e. 2009-2019 to predict 2022-2032). Using this methodology, the analysis period has been established to be from (2009-2019) and from TDOT's count data the average annual growth was found to be 0.99%/year. However, to take a more conservative approach and account for any unforeseen occurrences, NDOT required KCI to apply a growth factor of 1.5%/year."